

Wm. C. Irwin & Co

LIMITED.

Have in Stock and
Offer for Sale

P and B

ROOFING,
BUILDING PAPER,
PRESERVATIVE PAINT,
BOILER AND STACK PAINT,
INSULATING COMPOUND,
BRIDGE AND ROOF PAINT.

REFINED SUGARS,

Cube and granulated.

PAINT OILS.

Lucol and Linseed.

STEAM PIPE COVERING,

Reed's Patent Elastic Sectional Covering.

INDURINE.

Water-proof Cold Water Paint, inside and outside, in white and colors.

FILTER PRESS CLOTH,

Linen and Jute.

CEMENT, LIME AND BRICKS

AGENTS FOR

WESTERN SUGAR REFINING CO.
San Francisco, Cal.BALDWIN LOCOMOTIVE WORKS,
Philadelphia, Pa.NEWELL UNIVERSAL MILL CO.,
Manufacturers of National Case
Shredder, New York.PARAFFINE PAINT COMPANY,
San Francisco, Cal.OHLANDT & CO.,
San Francisco, Cal.

Have You Perfect Eyes?

OUR EXCLUSIVE business is the
preservation, aid and comfort of de-
fective eyes by proper application of
glasses.

Use of glasses advised if you need
them—otherwise not.
Glasses sold if you want them—but
no compulsion about it.

We repair glasses promptly and to last
FACTORY ON THE PREMISES.

A. N. SANFORD,

Manufacturing Optician.

Boston Building. Fort Street.
Over May & Co.

Hawaiian Automobile Co., Ltd.

Telephone Main 77.

ON CALL ALL NIGHT.

Coupon books sold. Special rates
made for "Automobile Parties."
NOTE—Drivers are not allowed to
make any rates except those furnished
by the company. Ask driver to see
rate sheet.

In case of dispute as to fare, pay
driver amount claimed, take rebate slip
and call at office. We will gladly ad-
just any differences.

Office on King street, near Judiciary
Building.

LOUIS T. GRANT, Manager.

New Fruit Store

WILL OPEN

Corner King and Alakea Streets
under the Occidental Hotel.Pacific
Granite
Marble WorksP. McGrath,
Manager.

A. W. Cor, Punchbowl and Beretania Sts

NEWS OF THE WATERFRONT

New Crimps Here.

Off-Shore Sailors Scarce on Coast.

THERE are two new crimps coming
to the fore who are awaiting an
opportunity to take charge of
things on the waterfront. They
are known as "Red" and "George."
They shipped the crew on the big Amer-
ican ship Henry Villard and feel offend-
ed that the members of said crew got
drunk the day they went aboard. These
new crimps are very sensitive men and
feel hurt to think that their character
and general reputation should be re-
flected upon by the drunkenness of one
of the first crews they have ever ship-
ped in Honolulu.

"Red" and "George" have evidently
not traveled much outside of Oakland,
California; when they found it advis-
able to leave the States for the benefit
of their health they, as have many
others, came here in the steerage of a
steamship with the idea that Honolulu
was a jay town, and that they could do
about as they pleased. It may be of
interest to note, in passing, that the
police have their eyes on the new
crimps, and that if they fail to toe the
mark they are likely to find themselves
in hot water.

There is a certain class of men on
the waterfront who have a method of
intimidating sailors which while it is
the biggest kind of a "bluff," often
works with the lower class of seamen,
especially when they have been drugged
with vile whisky, and still viler
waterfront gin. This class of crimps,
for there are several kinds of crimps,
even in a town the size of Honolulu, as-
sure their susceptible victims that they
have a "pull" with the police and that
unless the men will ship when and how
the crimps want them to, they are like-
ly to be jailed for vagrancy. Nothing
could be more false. Far from having
any influence with the police the crimps
are closely watched, and the hand of
the law is as likely to fall upon the
man who is guilty of foul play on the
waterfront as anywhere else.

Yesterday "Red" and "George" whose
full names are known, went to the cap-
tain of a certain vessel in this port and
told him that they would not "allow"
anything to be said by the press
against their methods or against the
men they shipped. They strenuously ob-
jected to the publication of the fact that
the members of the crew of the
Henry Villard were drunk when that
vessel left the harbor on Saturday, and
further stated that the representatives
of the Honolulu newspapers on the
waterfront would be dealt with in
such a manner that they would cease
to exploit the doings of the shipping
masters. Of course the marine report-
ers of the various newspapers were
scared out of their wits and begged to
be taken off the waterfront and as-
signed to the reporting of afternoon
teas and church socials up town.

In the meantime two new crimps
have been discovered, and a very pecu-
liar state of affairs on the waterfront
has been brought to light.

Briefly, the condition of affairs is as
follows:

Some time ago certain famous ship-
ping masters from the coast came to
Honolulu, and, after a while, practically
took charge of the waterfront, and in-
stituted a reign of terror. Their career
was cut short, however, by the public-
ity given in the Advertiser, and they
went to the coast to enjoy a holiday.
Recently they returned to Honolulu,
and announced that they would have
nothing more to do with the shipping
business. It has developed, however,
that there are two other men in the
ring, or in the business, for it is still
uncertain whether there is a ring, who
are doing all the heavy part of the
shipping business, while the original
masters of the waterfront are also in
the business again, although their part
in affairs is not an active one.

There is not enough in the business
of shipping sailors in Honolulu for the
number of men who are at present en-
gaged in the occupation. That is, there
is not enough, supposing that there is
any competition. If all are pulling to-
gether it can be made to pay.

No objection is made by the authori-
ties to a legitimate shipping of sailors,
but, when a couple of men start in to
create a reign of terror on the water-
front, as once existed here, the ones
who are green enough to take Honolu-
lu for a jay town are apt to be disap-
pointed.

"Red" and "George" will not be dis-
turbed as long as they keep within the
limits of the law, but as soon as they
are found to be doing crooked work the
authorities will land on them like a
ton of bricks.

Captain Quick's Story.

Captain Quick of the American ship
Henry Villard objects to the statement
that all of the members of the crew
were drunk at the time the tug Fear-
less took hold of that vessel on Sat-
urday evening to take her out of the
harbor. He asserted, in an interview
with an Advertiser reporter last even-
ing, that three of the men were sober,
and that these three took charge of
the wheel during the time when the
Villard was moving out.

While Captain Quick was at no time
in charge of the wheel himself, he was
near at hand to see that all went well,
and he was alongside of the man at the
wheel most of the time.

Captain Quick states that the main
reason of the trouble with the Villard
was that the tug Fearless had too long
a tow line on the vessel. Said Captain
Quick last night.

"Everything would have been all right
if the captain of the tug had handled
matters in the right way. He had a
line on the Villard which was alto-
gether too long. The line was too long
for the tug to have any control over
the big ship.



VESSELS AT NAVY WHARF NO 2—BIG BONANZA UNLOADING COAL.

(Photo by Arthur L. Merry.)

"We were lying in the stream at the
time that the Fearless took hold of us.
We had a stern line out attached to
the Encore, and we had had a forward
line attached to the buoy, the buoy
which lies between the Oceanic wharf
and the railway wharf.

"The Fearless took hold of us and
started to take us along out of the har-
bor at one fell swoop. The line at-
tached was one hundred fathoms long,
but that seemed to make no difference
to the tug. She started to yank us out
of our position in naval row, and take
us out of the harbor, evidently without
any allowance for the room that we
would need in which to turn. A ves-
sel of the size of the Villard cannot
turn in her own length. The captain
of the Fearless did not seem to think
of this. He ordered the stern line of
the vessel to be let go, and then he
started ahead at full speed."

"Although we had the helm hard
down, it was of no use. As I said be-
fore, we could not turn in our own
length, and the result of the vigor-
ous pulling of the Fearless was that
we headed directly for the Inter-Island
steamer Hanalei, which was lying at
the Inter-Island wharf. I was at the
wheel at the time that the Fearless
took hold of the Villard. When I saw
that a collision between the Villard
and the steamer Hanalei was inevit-
able I left the wheel and ran forward
as fast as I could to see what was
about to occur.

"As you stated in your article in the
paper the other day, we did not exactly
collide with the steamer, but we ran
our jibboom into an arm of a derrick
of the steamer and carried away our
jibboom. You say in your article that
it was only owing to the quickness of
Captain Brokaw of the Fearless that a
very serious accident was avoided. I
do not think that it is right that Cap-
tain Brokaw should get so much credit
when it was really through him that
the accident occurred.

"What if most of the members of
the crew were drunk at the time. All
the men necessary to perform the work
were sober. There were three sober
men on hand to obey orders, and I
think that it is a shame to speak of
the ship as having a jag on.

"I never heard of an expression like
that before. I never heard of a ship
having a jag on, and I do not see the
sense of referring to the Villard as
being in that condition."

"To be sure, the majority of the men
were drunk, and were of no account,
but it was not for that reason that the
Villard created the disturbance in the
harbor that she did.

"No one was to blame except the
captain of the tug Fearless. The Vil-
lard was taken out of Naval row with
her jibboom sent her spinning towards
the steamer Hanalei at the Inter-Is-
land wharf.

"No allowance was made for her
turning and getting out of the harbor
in the ordinary way. As I said before,
we had the helm hard down, and as
far as things aboard the ship itself
were concerned, we were not to blame.
Anybody could see that Brokaw had
too long a line on the vessel."

"After we smashed into the Hanalei
and carried away our jibboom, the
Fearless, in the attempt to pull us
clear of the steamer, made such an
effort that the momentum was so great
that the vessel went almost on the
reef near the lighthouse."

"It was by the greatest good fortune
that we managed to clear the reef and
get safely out of the harbor."

Captain Brokaw, of the Fearless,
states that the fault of the accident
rests entirely with the people aboard
the ship, and that the fact of the crew
being drunk had everything to do with
the Villard running into the steamer
Hanalei.

Off-Shore Sailors Scarce.

Off-shore sailors are scarce in all the
ports of the Pacific. At San Francis-
co and Portland vessels have been ly-
ing in the stream for several days,
vainly endeavoring to induce seamen
to sign for voyages to foreign ports.
On the Sound the shortage has only
been met by a close agreement between
boarding masters, while in the Royal
Roads the British steamer Senator has
been seeking sailors without any ma-
terial result. At other British Colum-
bia points the same shortage is re-
ported.

There is no difficulty experienced in
securing sailors for coasting vessels,
but these men, as a rule, refuse to go
off-shore. They have homes on the
coast, or are attracted by the better
wages paid on coasting vessels and re-
fuse to be signed for a foreign voy-
age. Efforts have been made to induce
coast sailors to go off-shore, but al-
most without exception they have failed.

The shortage is felt keenest at Port-
land and San Francisco. Recently
there were four vessels lying in the
stream at Portland with cargoes
aboard waiting to ship crews. It was
impossible to get sailors at either
Portland or Astoria, and efforts to se-
cure Sound seamen were unavailing.
In fact, the Columbia river boarding
masters paid off coasting vessels and
men, profiting by their absence in the
past, when they have always had
trouble with such ventures.

At San Francisco there were five
ships endeavoring to find crews at the
first of last week, and there was little
probability of securing men enough.
A carnival of drunkenness among
coasting sailors would have been re-
garded in much the same light by
boarding house men as small children
look upon a Christmas tree. In fact,
there is a suspicion that some of the
coast sailors have gone to sea for the
first time in years, and their departure
must have been something of a sur-
prise party to them.

On the Sound the boarding houses
are working in harmony, and not so
much difficulty is experienced. An ex-
change of sailors can be worked by

sending men who wish to ship for the
continent to a port where vessels with
such destination are loading, and send-
ing Australian or other off-shore sail-
ors to points where they can get a
ship. The German ship Nereide is
lying in the stream at Tacoma waiting
for a crew, but she has only been load-
ed for a few days.

There has been some talk in Portland
of the surplus of sailors on the Sound
owing to the fact that a number of
schooners have arrived, but this talk
arises from a lack of information, for
the crews on these vessels will not
sign for a foreign voyage.

The British Columbia trouble will not
end before the difficulty on the Sound,
and is even more serious at present.
However, the summer is not a time
when there is much demand for sea-
men, and no serious results are feared.
Shipping men give various reasons
as the cause of the shortage. The fact
that the Alaska season will open soon
and the prospect of spending a season
ashore in gold diggings is alluring has
some effect. During good weather,
too, many sailors like to go inland and
spend a season in the harvest fields
or working at some trade on shore.
With the approach of winter they turn
back to the sea. An improvement in
conditions in the seaports gives the
sailors abundant opportunities for find-
ing some other employment in case
they desire it, and it is probable no
immediate improvement in the situa-
tion will be shown.

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND
SUGAR COMPANY.

Spreckelsville, Maui, March 27, 1901

WILDER'S STEAMSHIP COMPANY.

Agents John A. Roebeling's Sons Co.

Honolulu.

Gentlemen: Yours of March 25th re

catalogue of ship chandlery goods has

been received.

We have used a number of the John
A. Roebeling's steam plow cables, and
have found them far superior to the
English cables, and at the same time a
great deal cheaper; in fact, we sent for
some of these cables and we put a new
Roebeling and a new Fuller cable on
the same set of steam plows, one on each
engine, of course, and that was consid-
erably over a year ago. The American
cable is much better than the English
cable in every way, and today is not
nearly as badly worn. We were perfectly
satisfied that the American cables
are the best.

We shall certainly bear in mind your
stock of goods whenever we need any-
thing in your line.

Very truly,
(Signed) W. J. LOWRIE,
Manager.

TO THOSE ON THE OTHER ISLANDS.

"ARABIC"

Will cool Iron Roofs 15 degrees, pre-
vent rust, preserve the iron, and where
the water is used from the roof it is
improved, as there is no taste of the
iron. "Arabic" can be put on the inside
and outside of Iron Water Tanks, mak-
ing the water cool and pure. "Arabic"
cannot be used on Wood or Paint.

California Feed Co.,

LIMITED.

SOLE AGENTS

for the United States and its Pos-
sessions.

TAKE THE ELEVATOR FOR

Williams' FOTO Gallery.

BOSTON BUILDING.

A full line of HAWAIIAN VIEWS.

Shriners are welcome to visit our gal-
ery and see the

FINE COLLECTION!

THE Club Stables

LIMITED.

Telephone 477.

Reliable Horses, experienced Drivers.
New Rigs. Fair Prices.

Pacific Vehicle & Supply

COMPANY, LIMITED.

Special Sale

Reducing Stock, Reducing
Prices. . . .

To make room for new things in vehicles our buyer on the Coast
shipped to us. We have made startling reductions on many of our
styles. Many jobs have been cut to manufacturers' cost.

Several Phaetons at 30 per cent Reduction.

A Few Runabouts at 25 per cent Reduction.

Surreys and Buggies at 20 per cent Reduction.

Farm Wagons at 40 per cent Reduction.

HARNESS, WHIPS, ROBES, ETC., at greatly reduced prices.

THIS SALE WILL CONTINUE FOR A FEW DAYS ONLY.

Pacific Vehicle & Supply

COMPANY, LIMITED.

E. L. CUTTING MANAGER.

FORT AND BERETANIA

HONOLULU.

IMPORTANT TO



Horsemen

Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, making
a soft, yellow paste. It is cold and moist to the sole and frog of the foot,
replaces the natural moisture and penetrates into the foot, making it
tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs im-
provement.

One pound lasts a horse sixteen days if fed according to directions.

— SOLE AGENTS FOR —

Wilbur's Horse Remedies

Manufacturing Harness Co.

Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

CORNER FORT AND KING STREETS.

P. O. Box No. 322.

Telephone No. 144.

Metropolitan Meat Co.,

LIMITED.

Fresh Meats and Fish by Every Steam

From the Coast That Has Cold Storage.

Choice Beef, Veal, Mutton, Lamb and Pork.

ALWAYS ON HAND.

ALSO POULTRY, SALMON AND HALIBUT.

FOR SALE AT

THE METROPOLITAN MAR KBT, King Street, Telephone 144

THE BOOTH, FISHMARKET, Telephone 379.

CENTRAL MARKET, Nuuanu Street, Telephone 144.

FONTELLA

BEST FIVE CENT

CIGAR

Sold in America.

Better Than Ever

ON SALE AT Hawaiian Tobacco Co.'s Store